

The Hongkong Telegraph.

(ESTABLISHED 1851)

NEW SERIES No. 5720

三十三月二年四十三精光

WEDNESDAY, MARCH 25, 1908

三拜禮 號五十二月三英港

50 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,120,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. CHEFOO.
KOBE. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHOWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTON.
SAN FRANCISCO. LIANYUNG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposit—
For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "

TAKEO TAKAMICHI,
Manager.

Hongkong, 23rd March, 1908. [23]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2% per annum on daily balances and ac-
cepts Fixed Deposits at the following rates—
For 12 months 4% per cent. per annum.
" 6 " 3% " "
" 3 " 2% " "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 13th March, 1908. [25]

NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).

RESERVE FUND Fl. 5,378,375
(about £448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,
Rangoon, Samarang, Sourabaya, Cheribon,
Tegal, Pecalongan, Pascoeroran, Tjilatjap,
Padang, Medan (Deli), Palembang, Kota-
Radja (Achér), Bandjermasin.
Correspondents at Macassar, Bombay, Colom-
bo, Madras, Pondicherry, Calcutta, Bang-
kok, Saigon, Haiphong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS.
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
letters of credit on its Branches and Corres-
pondents in the East, on the Continent and
Great Britain, America, and Australia, and
transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily
balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 4% do.

Do. 3 do. 3% do.

J. L. VAN HOUTEN,
Agent.

Hongkong, 18th November, 1907. [16]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$13,500,000

Head Office—HONGKONG.

Branches and Agencies.

COURT OF DIRECTORS:
Hon. Mr. Henry Keswick, Chairman.
K. Goetz, Esq., Deputy Chairman.
G. F. F. Esq., E. Shellen, Esq.,
A. Fuchs, Esq., E. Shaw, Esq.,
O. S. Gubbay, Esq., H. A. W. Slade, Esq.,
O. R. Lenzmann, Esq., H. E. Tomkins, Esq.,
G. H. Medhurst, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTRY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per cent. per Annum.

For 6 months, 3% per cent. per Annum.

For 12 months, 4% per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 19th February, 1908. [24]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3% PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [28]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

(INCORPORATED BY ROYAL CHARTER, 1853.)

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000

RESERVE FUND £1,475,000

RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months 4 per cent.

" 6 " 3 " "

" 3 " 2 " "

JOHN ARMSTRONG,
Manager.

Hongkong, 6th January, 1908. [29]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hamburg, Hankow,
Kobe, Peking, Singapore, Tientsin,
Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Königliche Sachhandlung (Preussische
Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank für Handel und Industrie

Robert Warshawsky & Co.

Meissner & Co.

Meissner & Co.

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Meissner & Co.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS TO SAIL ON REMARKS.

LONDON and ANTWERP via MANILA About 25th Freight and

SINGAPORE, PENANG, COLOMBO and PORT SAID. Capt. F. E. Andrews, R.M.N. March. Passage.

SHANGHAI, MOJI, KOBE & (NORE About 27th Freight and

YOKOHAMA. Capt. A. Phillips March. Passage.

SHANGHAI. DEYANHA Capt. T. H. Hyde, R.M.N. April. Passage.

MARSEILLES and LONDON DELHI 4th April. See Special

Advertisements.

or Further Particulars, apply to F. J. ABBOTT,

Acting Superintendent.

Hongkong, 23rd March, 1908. [7]

Intimations.

LANE, CRAWFORD & CO.

FINEST GROUND

COFFEE

IN 1lb. TINS.

ROASTED & GROUND ON OUR

PREMISES.

We Guarantee the Absolute Purity of our
Coffee which contains Genuine MOCHA
and JAVA Beans only.

FRESH GROUND DAILY.

LANE, CRAWFORD & CO. [88]

DOW'S PORTS.

Armadales \$32.00 Per Dozen.

Royal Dry 27.00 " "

Invalid 25.00 " "

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 6th March, 1908. [140]

THE CITY OF PARIS, PARISIAN DRESSMAKERS AND COURT MILLINERS, 2, PEDDER STREET, MADAME FLINT, MANAGERESS.

Just Unpacked from Paris ex s.s. "Tonkin"

A LARGE LOT OF

NEW SPRING GOODS.

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:

EXTRA DRY (Gout Americain).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of
all other Brands.

Served in all Clubs and First-class Hotels,
and obtainable at all Wine Merchants in the
Colony, and from Shewan, Tomes & Co., sole
agents.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,

THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,361 Tons, "POWAN" 2,338 Tons, "YATSHAN" 2,200 Tons

"KINSHAN" 1,993 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from Hongkong to Canton daily at 8 A.M. (Sunday excepted), 10 P.M.

(Saturday excepted).

Departures from Canton to Hongkong daily at 8 A.M. and 5:30 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from the Wing Lok Street Wharf, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Wing Lok Street

Wharf and at 2 P.M. from the Company's Wharf.

On Sundays Special Cheap Excursions as per particulars at foot.

Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION

COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and

Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 4:30 A.M.

Round trips take about 5 days. These vessels have Superior Cabin Accommodation, and are

lighted throughout by electricity.

EXCURSION TO MACAO.

On SUNDAYS, the Company's Steamship "SUI-AN" will depart from the Wing Lok

Street Wharf at 9 A.M. Returning from Macao at 5 P.M.

Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and

from Hongkong at 1 P.M. from the Wing Lok Street Wharf. This steamer connects with the

returning steamer from Macao.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Hongkong Hotel. [6]

Hotels.

KOWLOON HOTEL,

HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.

The only First-class Hotel in Kowloon.

Most Charming and Popular Resort in the

Colony.

Electric Lights, Fans and Call Bells.

Bath Rooms attached to Each Room.

Telegraphic Address:

"CHEF" HONGKONG,

Telephone No. K4.

Unrivalled for Comfort and Cuisine.

Thoroughly Up to Date with Every Modern

Luxury.

Billiards and Bowling Alleys.

Moderate Terms and No Extras.

Modern Management.

O. E. OWEN,

Proprietor.

VICTORIA HOTEL,

(TELEGRAMS—VICTORIA—SHANGHAI)

SHANGHAI, CANTON,

ON THE BRITISH CONCESSION,

H. HAYNES,

Manager.

MACAO HOTEL,

(TELEGRAMS—FARMER—MACAO)

MACAO, CHINA,

IN THE CENTRE OF THE PRIMA GRANDE.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED
EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND
TOURISTS.

HOTEL CRAIGIEBURN,

PLUMEST'S GAP, THE PEAK, NEAR THE TRAM TERMINUS, TEL. 56

For Terms, &c., apply to the

MANAGER.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 21st June, 1907. [1]

A. F. DAVIES,

Manager.

CONNAUGHT HOTEL,

HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

Consignees

WM. POWELL
LTD.,
Des Voeux Road,
and
28, Queen's Road,
HONGKONG.
Bottlers and Merchants

**SWATOW DRAWN WORK
COMPANY,
38, WELLINGTON STREET.**

Dealers in all kind of
**HAND-MADE DRAWN CHINESE
LINEN, GRASS CLOTH, &c.,**
all of the best quality;
ALSO
SWATOW BEST PEWTER-WARE.
**CANTON EMBROIDERY and CHINESE
LACES,**
all from the best French patterns.
**HONGKONG and SWATOW
Furniture, and Chinese**

New York, Feb. 20.

The tables at the Pilgrims' Banquet to Mr. Whitelaw Reid, at Delmonico's last night, were dissolved in laughter over the delightfully amusing and apparently impromptu speech of Mark Twain.

In order to appreciate this speech one must recollect that the guests surrounding him included Mr. Joseph Choate, Mr. Pierpont Morgan, Mr. Andrew Carnegie, Mr. Ogden Mills, Mr. Levi Morton, and Bishop Lawrence.

One must also remember that Mr. Choate had made a pointed reference "to the dark dingy, inadequate Victorian-st. home of the American Ambassador in London."

Mark Twain, after the entire company' having "that international hymn, the waltz song from 'The Merry Widow,' began:

"I read in a telegram from Washington to-day that Congress is going to pass a bill restoring to our gold coinage the rejected words 'In God we trust.' That is good news."

TROUBLED WHEN THE MOTTO WENT.

"I was troubled when that motto was removed, (laughter.) I predicted disaster, and sure enough when we ceased to trust in the Almighty in that conspicuous and well-arranged way—(laughter)—our properties toppled about our ears in all directions.

"Heaven knows what might have happened if our great financier—(cheers)—had not come to our rescue, but now that the motto is to be restored I think we may discharge Mr. Pierpont Morgan from his high office with honour (Great laughter).

"It seems to be the fashion to dwell upon the mean accommodation furnished the Ambassador in London. While Mr. Choate was blackguarding Victoria-st.—(laughter)—I thought myself how comfortably I could live on an Ambassador's salary—(laughter)—if on the nation would permit it." (Laughter.)

MR. CHOATE'S ELOQUENCE.

"Some of us distinguished people don't appreciate what this nation has done for us. Look at Mr. Choate, Mr. Whitelaw Reid, and myself. When we were boys together, we were thought the best of all boys, but now, ever though the richest of all boys, we are one of the poorest of all boys. Mr. Choate, Mr. Reid, and myself are the poorest of all boys."

THE
CHINA PROVIDENT LOAN AND
MORTGAGE CO., LD.
(CAPITAL PAID UP\$1,250,000)
Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application)
TRUSTEE-EXECUTOR OF WILLS
ATTORNEY &
Underwriters and Estimators
SHEWAN TOMES & CO.
General Managers

THE Steamship

"LIGHTNING."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the 20th Inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, since Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No First Insurance will be accepted by the Agents, who will be constituted by the Board.

DAVID SASSON & CO. LIMITED
General Agents.

General Agents, Singapore.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamers

"PERA."

**FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ, AND STRAITS.**

Consignees of Goods by the above steamers
are hereby informed that their Goods as
being landed and placed *in their stow* in the
Gongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, whence such
consignment will be sorted out Mark by Mark
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 10th instant
P.M. will be subject to sale.

No Fire Insurance will be effected by me
any case whatever.

Damaged Packages must be put in
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.

All claims must be presented within 10 days
of the Goods' arrival here and must be
substantiated by receipts from the
Company to be returned.

Particulars will be sent to the Consignees
and the Company's representative.

Intimation.

A. S. WATSON & CO.,
LIMITED.

THE GREAT
POPULARITY
OF
Watson's

E
VERY OLD LIQUEUR
SCOTCH
WHISKY
HAS BEEN ATTAINED BY ITS
Consistent Excellence
OF
Quality.

IT IS A
PURE MALT WHISKY
OF
GENUINE AGE
AND
FINE MELLOW
FLAVOUR.

Per Case - - - \$16.50

A. S. WATSON & CO.,
LIMITED,
WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS.

Hongkong, 9th March, 1908.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$12 per annum.

The rates per quarter and per month, proportional.

The daily issue is delivered free when the address is accessible to messenger.

An additional \$1.00 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 25, 1908.

ANOTHER WANCHAI GRIEVANCE.

Now that the hot weather is approaching we feel inclined to adopt the suggestion of a correspondent that those responsible for the sanitary condition of the streets in the Wanchai district might have their attention called to the lack of proper or adequate watering appliances there. It may be said that the people of Wanchai are perpetually airing some grievance or another, particularly where water is concerned, and, while we may fall in with such a view, the fact remains that their grievance is generally genuine. In this case, from all that has come to our knowledge, it would seem that they have an excellent claim to the consideration of the Sanitary Department or whoever is in charge of the periodical cleansing of the streets. When the tramcars began running, it was the duty of the company to see that the main thoroughfares were regularly watered so that the dust might be kept under. The Tramway Company performed that task with unflinching efficiency and regard for the amenities of the district served by the cars, but some time ago, we understand, the Government, or the Sanitary Department which is one and the same thing, decided that the work should be carried out by the Department, and accordingly the watering of the streets was taken out of the hands of the Tramway Company and placed under official control. This was no special concession to the company, for they have to pay a certain sum to the Government for assuming the duty of maintaining the streets in good condition and observing the convenience and comfort of the people. But when the Government took over the watering of the thoroughfares at Wanchai, by which we mean the Ferry Road

in particular, they discovered to their own satisfaction that the service which had been provided by their predecessors was abnormal, excessive, and unnecessary. That was not the opinion of the residents who fully appreciated the efforts of the company to relieve them of the dust nuisance and render life bearable in the dog days, when windows and doors have to be left open in order to obtain the least benefit from the zephyrs which blow spasmodically and somewhat allay the heat of the season. They considered that unless they were to be half-blinded by the clouds of dust which irritate and annoy the householders of Wanchai and unless their houses were to be rendered habitable in the hot weather, it was essential that the dust plague should be kept within bounds as far as possible. In our opinion that was not at all an extravagant hope to entertain but it was not to be realized. For the Government, determined to economise at all hazards, cut down the service of water-carts to an irreducible minimum and left the people of Wanchai to the enjoyment of their misery. While it is possibly true that the necessity of watering the streets is lessened during the winter months the same cannot be said of the summer. Then Hongkong is as dusty as a heavy vehicular traffic can make it, and Wanchai may almost be described as the home of the ricksha, which is a prolific source of creating the dust nuisance. We are led to believe that at present the principal method of preventing the streets becoming almost impassable is by the use of a hose line attached to an occasional hydrant, but such a method can be of service over only a very narrow area, and moreover it is antiquated and antediluvian. It is not as if the water provided the carts were drawn from the public supply, which always diminishes nearly to vanishing point. In that event the public of Wanchai might well see the policy of restricting the service but, as a matter of fact, the supply is drawn from the waste streams which flow along the nullahs and would otherwise be lost in the harbour. What is wanted, is that there should be at least a couple of waggons at Wanchai, stationed near No. 2 Police Station for preference, and possibly another at Causeway Bay, especially on holidays when the traffic is particularly heavy and the dust particularly irritating. Certainly the residents in these districts would thoroughly appreciate the thoughtfulness of the Sanitary Department if such a boon were conceded and we hardly fancy that there would be any opposition to the scheme. At all events, if the Tramway Company were able to satisfy the ratepayers there should be no valid reason why the Government should fail to be equally tolerant of the wishes of the Eastern district.

LOCAL AND GENERAL.

THE R.M.S. *Northbrook* is expected to arrive on 29th instant and to depart for Takli on or about 31st idem.

LEAVE of absence, on private affairs, to the neighbouring countries, is granted to Captain R. H. Ranking, R.A.M.C., from 1st to 15th April.

ANOTHER coolie who was caught picking flowers in the public gardens yesterday afternoon was fined \$5 at the Police Court, this morning.

A TELEGRAM was received by the Colonial Secretary from the Colonial Secretary at Singapore stating that Hongkong has been declared an infected port.

THERE will be a meeting of the Garrison Recreation Club to receive entries and draw for first round of the Soldiers' Club Football Shield at the Soldiers' Club at 7 p.m. on Friday, 27th instant. All teams entering are requested to send representatives with entrance fees.

A GANG of forty-four deportees arrived in the Colony this morning from Singapore, by the steamer *Glenfalloch*. On landing the gang was marched up to headquarters. Constable Watt was busily engaged during the day in taking the description of each and ascribing prior to "passing them on" to pastures new.

SOME wealthy Chinese merchants at Tientsin have established a Fire and Marine Insurance Company in the native city for doing business amongst the Chinese masses in north China, with a capital of Tls 1,000,000, half of which will be fully paid up, while the remaining half will be called up in case of need by the Company. As the promoters are leading native merchants at this Treaty Port, the shares will be easily disposed of in Peking and Tientsin. The Company is called the *Jiayang Fire and Marine Insurance Company*, with its head office at Tientsin. (*Hankow Daily News*.)

A TWELVE-YEAR-OLD lad, Wong Kwan, an apprentice to a silversmith at 43, Doonan Street, was ordered to receive twelve strokes with the birch and to be detained in goal for forty-eight hours, at the Police Court, this morning. The charge on which he was convicted was that of attempting to dispose of his employer's property. On the 23rd instant, defendant was handed six candidates of gold leaf to deliver to a certain shop. He disappeared (next) yesterday when he was found roaming about the city. In the interval he had made several attempts to dispose of the gold, but without success. He was then taken to the Police Station, where he was found with the gold in his possession.

The Japanese Boycott.

WUCHOW'S ADHESION.

VICEROY CHANG CONCILIATORY.

(From Our Own Correspondent.)

Canton, 24th March, 1908.
Yesterday afternoon the Canton Self-Government Association received a telegram from Wuchow in which it is stated that the people at that port have announced their willingness and pleasure in joining the movement for the boycott of Japanese goods.

A merchant named Fung and others have started a proposal for forming a company with a capital of \$30,000 in manufacture matches for the supply of the people here. The promoters of this company declare that any profits derived from the venture will be devoted to the funds of the Self-Government Association for the prosecution of the Japanese boycott movement.

VICEROY CONCILIATORY.

H.E. Viceroy Chang yesterday instructed the Kwangchow Prefect to approach the members of the Self-Government Association and request them not to stir up the feeling of the populace against the Japanese in order to prevent the occurrence of any disturbance. On the other hand, the League has from time to time sent out circulars to the public urging the people to boycott Japanese goods.

On the representations of the Japanese Minister at Peking the Waiwupu has consented to prohibit the Japanese boycott movement in Canton and other places.

HONGKONG FIRMS FALLING INTO LINE.

The local Chinese paper, *Shung Po*, is our authority for stating that fifty-nine Chinese firms in Hongkong dealing in Japanese goods have despatched telegrams to their agencies at different ports in Japan acquiescing them with the fact of the institution of the boycott in Canton and South China. The Chinese firms in Japan have been requested not to contract for further shipments of merchandise for the Southern market while the feeling against the Japanese subsists in as greatly an accentuated form as at present. It is thus clearly seen that the boycott is no fiction, and it is their earnestness to continue the agitation the Chinese have resorted to a retaliatory measure for the indignities they have suffered over the *Tatsu Maru* settlement in a manner least expected by the Japanese themselves.

MATRIMONIAL WORRIES.

MOHAMMEDAN WOMAN SUES FOR MAINTENANCE.

INTERESTING MARRIAGE "AGREEMENT."

A case of unusual interest was decided by Mr. Justice Gompertz in the Summary Jurisdiction Court, this morning. A Mohammedan woman named Mariam Bee, residing at 17, Austin Road, Kowloon, brought an action against her husband, a clerk, for maintenance. The claim was for \$40 for the support of herself and her son for twenty-four months, being from the 13th September, 1905, to the 31st December, 1907, at the rate of \$10 a month.

Mr. Gompertz, Smith, of Messrs. d'Almeida and Smith, appeared for the plaintiff. Mr. R. W. F. G. Sargent, of Messrs. Wilkinson and Grist, acted for the defendant.

Mr. Smith, immediately the case was called, asked for the writ to be amended.

Mr. Sargent contended that the whole affair was out of order.

The Court—I don't see why the case should come here. Why was it not taken to the Magistracy?

Mr. Smith stated that he was acting on a similar case which was heard in 1905 in which the order was granted.

Mr. Sargent—Under different circumstances, though.

Mr. Smith—An order was made in that case to allow the wife \$15 a month.

Mr. Sargent observed that they had not the judgment in that case before them. His friend was out of order. What the plaintiff should have done was to contract debts and have the bills sent to her husband.

The Court asked if there was a chance of settling the matter.

Mr. Sargent—I object to the action, on the whole.

The Court—But is there a chance of settlement?

Mr. Sargent—No.

The parties were then ordered to proceed with the case.

Plaintiff was then called to the stand. She said she was the wife of the defendant, and was married to him on the 6th July, 1904.

Mr. Smith—You were married according to the Mohammedan law?

Plaintiff—Yes.

After the wedding you went to his mother's house to live?—Yes.

Did he ill-treat you?—Yes; after we had been married two months.

Did he give you sufficient to eat?—I never had my mouth filled.

And what about clothing?—He never gave me a piece of clothing.

You have a son alive?—Yes.

What happened soon after he was born?—A few days after—when the child was five days old—the defendant sent me back to my mother.

Up till when did you live with her?—I lived with her for over a year.

Up to May, 1907?—Yes.

Then you returned to your husband?—Yes.

And again you went back to your mother's?—Yes. He drove me out.

And you are still living with your mother now?—Yes.

Complained by Mr. Sargent—You have been ill-treated by your husband's house?

Plaintiff—Yes.

Mr. Sargent—You have been ill-treated by your husband's house?

Plaintiff—Yes.

But you returned?—Yes, to be driven out again.
Did you not live, when you left your husband, in a house other than that of your mother's?—Yes, because he did not give me any rice.

How did you go to live in Queen's Road East with your husband?—Oh! His mother drove him out, too. (Laughter.)
Who paid for your keep all this time?—My mother pawned her things to keep me.

The Court—Ought not the mother to be suing if she paid all this money?

Mr. Smith—Her mother, I am informed, lent her the money.

This the plaintiff, on being asked, admitted.

The Court—Well, what do you want?

Mr. Smith—I want the writ amended. I depend entirely on the former case.

Mr. Sargent—But you can't. It is not a reported judgment.

The Court stated that if a man drove out his wife he must maintain her.

Mr. Smith—And he is responsible for what debts she contracts.

The Court—In this case it appears that plaintiff's mother gave her all the money and she must sue.

Mr. Smith—Ask the plaintiff if she borrowed anything from her mother?

Mr. Sargent—Now you are drawing the answer from her.

The question was put, plaintiff replying that she owed her mother what the latter borrowed.

The Court then agreed to amend the writ, the only amendment in the writ was a claim for future maintenance.

Plaintiff's mother stated that her daughter was constantly leaving her husband's house and coming with her to live. She supported her by borrowing and pawning her goods.

Defendant stated that his wife was constantly running away from him. An agreement was here produced, and defendant said that it was drawn up by plaintiff's father before the marriage. In that agreement plaintiff was "bound to be good, true and obedient."

Mr. Sargent—This agreement is it not always made according to Mohammedan law?

Defendant—Yes.

The Court—I would like to know something more about that agreement.

Defendant—The agreement is always made before marriage. In that agreement it is stated that if the woman does not obey her husband and if she left the house the husband was not liable for her maintenance.

Proceeding, the defendant explained the cause of the strife. He was not drawing a large salary, and his wife was constantly demanding money to gamble and to visit the theatre.

Mr. Sargent—Why did you leave your mother's house?—Because my wife, said the place was not "comfortable" and also that it was far from town.

And you rented a house in Queen's Road East?—Yes.

And why did you leave that house?—One day I returned from office and found her drunk. She drank *rumshu*. When I called for "chow" she said there was none, and attempted to tear my clothes. Failing this she went to the police station.

And what was the result of all this?—She left the house.

When did you leave the Queen's Road house?—After the row.

Have you ever ill-treated your wife?—I can tell you the truth, I never did.

When was the last time she entered your house?—In August, 1907.

Are you willing to take her back?—Yes.

The times when she was living with you did you provide her with food and clothing?—Always.

By Mr. Smith: When you were referring to the incident in the Queen's Road house, I did not catch what you said. Did you say that you pushed her out of the house?—No; she was under the influence of *tamshu*. When she seized hold of me to tear my clothes the landlord came in and told her to "behave her husband." She would not release me, and I pushed her, and she pushed down the stairs and went to her grandmother's place.

Did you ever buy her clothing?—Yes.

Did she order her own clothing, or did you?—I bought the stuff and she sewed it. I can't make Chinese clothing.

How much did you give her a month?—I am drawing \$15 a month. I give her \$3 a month, and I am in debt too over her clothing.

The Court—Are you a Mohammedan?

Plaintiff—Yes. I told my wife that if she wanted something she could go to the priest.

The Court—Arculli?

Plaintiff—Yes. And he would give her anything.

The Court—Is your wife a Mohammedan?

She is half Chinese and Malay.

But brought up as a Mohammedan?—Yes. She wears Chinese clothes.

How much money do you get a month?—\$25.

And I have to support my wife, brother, myself and mother; pay house-rent and buy clothing.

Do you own property?—No.

The Court was of opinion that the plaintiff did not make out her case.

Mr. Smith—But a man is responsible for his wife's maintenance?

The Court—Not necessarily. I don't know why the case was brought here and not taken to the Mohammedan priest. The plaintiff's case not having been made out there will be judgment for the defendant.

Mr. Sargent—With costs?

The Court—Yes.

According to returns made by the Japan Spinners' Association, the total output of yarn for last month amounted to 77,725 bales, showing a decrease of about 6,000 bales on the figures for January last year. The decrease is due to the diminution of working hours by the spinning mills. The total production of yarn for January and February amounted to 1,400,000 bales.

Hongkong University.

ARGUMENTS PRO AND CON.

SINGAPORE COMMENTS.

The following is taken from an editorial appearing in the *Singapore Free Press* of 17th inst. There has been from time to time talk in Hongkong, as there has been here, of the possibility of the institution of a University, as the crown of the edifice of local education. It seems, however, that ordinary prudence dictates the examination of the entire field in order to see, presuming there was a University machinery for the turning out of graduates, what the capacity of the institution served by the University would amount to for the employment and life maintenance of such local graduates. We have already a local medical school which is doing good work under its principal, Dr. Freer, but its warmest advocates would not place its advantages against those to be attained by a student from the Straits who should go to some of the great medical schools in England or Scotland, and reap the benefit to be obtained not only from the complete scientific equipment of these great institutions, but also from the personal contact with large numbers of fellow-students from all quarters of the world. The training in the first case must have

PAROCHIAL LIMITATIONS.

compared with the Imperial outlook to be obtained at one of the famous centres of medical study. The same holds good as to the law, where, here, a managing clerk of a legal firm may become an advocate, as the summit of his local professional career. Civil, mechanical, and electrical engineering would be best studied by a local student proceeding to some of the now numerous technical colleges in England. The fact is until the local field of employment for young men of what would be the nearest approach to graduate qualifications would become many times more absorptive than it promises to be for a great many years to come, the institution of anything like even a mediocre university in the Straits would mean an outlay altogether out of any proportion to its scanty and fluctuating utility. As to Hongkong, however, the case is widely different. There is the whole hinterland of South China, for Peking already has its university, offering a field for the training and future employment of young Chinamen of ability, who can confidently look to the chances of employment in the great future development of Government departments within the length and breadth of the Chinese Empire. This alone would constitute a justification for the establishment of a university at Hongkong, whose pupils would be largely drawn from the provinces of Southern China. There has been

A FLRA MADE PUBLIC.

that as the circumstances of Hongkong and its climate permit European residents there to make it their permanent home in a good many cases, an opportunity should be given at Hongkong for carrying on the education of young students to and through a University standard. This plea does not greatly appeal to us, because if the means of the parents would allow it, the gain to be attained by sending the student to a home University with all its advantages of tone and social contact, and modes of thought, and outlook on life, would be simply immeasurable as compared with working through a curriculum in the midst of the narrowing influences of a largely Asiatic environment. Of course where pecuniary circumstances did not allow of that sending of the student to England or Scotland, the best must be made of local facilities, simply as a case of *faute de mieux*. But as an instrument for the education and training of a constant stream of all those candidates for employment in the Chinese Government civil service of the future, and in all the technical departments employed under such a service, medical, legal, engineering, and so on, a university at Hongkong with a highly developed technical side, might very soon become

AN EDUCATIONAL MECCA.

for South China for all those promising and ambitious young Chinamen, who are unable to proceed to Europe or America or even Japan for training. Of course Japan has at present the great pull as a teaching centre for China, but Hongkong would be able to present the advantage of a more direct contact with Western thought and Western research, and that would have its recommendations in addition to that of proximity and ease of access. We are glad to learn that the idea of a Hongkong University, whose real value in our view will be measured by the degree to which it becomes an educational resort for Chinese students, has the support of the Governor of Hongkong. But the scheme, it is pleasant to learn, has been brought well within the horizon of realisation by the magnificence of a much respected Paris resident of Hongkong, Mr. Mody, who has given a donation of a hundred and fifty thousand dollars towards the founding of a University at Hongkong. It is the first step that costs and the first step so handsomely taken by Mr. Mody should act as an incentive and encouragement to others to follow his admirable and public-spirited initiative.

THE TOYO KISEN KAISHA proposes to double its capital, which now amounts to Y6,500,000. The proposal was to be placed before the shareholders at the half-yearly general meeting on the 30th instant. It is proposed that new shares shall be allotted to shareholders on the 1st of May next at the rate of one for each old share, a payment of Y2.50 being called on each new share not later than the 15th May. The net profit of the company for the last half-year amounted to Y20,000, of which were added Y5,500 brought over from last account, and Y14,500 drawn from the reserve for equalisation of dividend making a total of Y20,000. Of this sum Y15,000 has been placed in the reserve, and Y5,000 will be distributed as a dividend at the rate of 10 per cent per annum leaving Y6,445 to be carried forward.

PIRACY NEAR HONGKONG.

FISHING JUNK LOOTED.

SCARED JUNK MASTER JUMPS INTO THE SEA.

The details of a most daring piracy—one which recalls to mind Hongkong in its younger days—came to the knowledge of the police authorities yesterday. The deed was committed within the waters of the Colony—near Fu-tau-chow, an island immediately opposite Junk Bay, and within sight of Hongkong.

On the evening of the 21st instant, an unlicensed fishing junk lay at anchor at the south-east point of Fu-tau-chow. There were five of a crew on board—the skipper, his wife, and three folk—and they were engaged at the nets. While they were thus occupied four men pushed off from the shore in a dinghy and rowed as if they were bound for Junk Bay. When they thought they had got a sufficiently safe distance out they changed the course and brought the dinghy up against the stern of the fishing boat.

It was now dark. Everything around was quiet, except for the lapping of the water as it washed against the sides of the junk. The crew had already retired, but were not asleep. A bright light was burning at the bow.

Pulling the dinghy to the starboard side of the "fisherman," and carefully making her fast, the four men, who had armed themselves with choppers, scrambled on board, and, making straight for the crew's living quarters, they seized one of the fishermen, from whom they demanded to be shown where the valuables were kept. The skipper taking fright jumped overboard, and was rescued later. Meanwhile the pirates made a thorough search of the vessel and seized over \$100 worth of stuff, including several piculs of rice, clothing, jewellery and some money. This was placed in their dinghy and they pulled off.

Next morning the fishing boat set sail for Shau-ki-wan, arriving there late that afternoon, and the matter was reported to the police. Whether the fishermen are in a position to recognise the pirates again is immaterial as it is the general opinion that they have crossed over the border, where all possibilities of a capture fall flat.

"IMPRESSIONS OF HONGKONG."

DEPARTURE OF THE LITERARY STAFF.

Now that the labours of the literary staff which has been engaged in securing details of the history and position of affairs in Hongkong for the book "Twentieth Century Impressions of Hongkong," are finished the members left to-day for Shanghai where material for articles on the Settlement will be collected. Mr. H. A. Cartwright, the sub-editor, speaks in the highest terms of the assistance and courtesy he and his colleagues have received from His Excellency the Governor downwards. The preparation of the work has involved an immense amount of trouble, but it is now finished and the MSS. was sent to England to-day. As an evidence of the character of the book and the value of the "Impressions" we may state that the following are some of the articles and authors: Public Works, the Hon. Mr. W. Chatham, D. P. W.; Finance, Mr. A. M. Thomson; Colonial Treasurer; Harbour and Shipping, the Hon. Captain Basil Taylor, R.N.; Harbourmaster; Health and Hospitals, the Hon. Dr. J. M. Atkinson, P. C. M. O.; Food, Mr. J. C. Kerfoot and Staff; Sergeant Kenneth Jones, R.A.; Flora, Mr. A. T. Dinna, Superintendent of the Afforestation and Botanical Department; Meteorology, Mr. Figg, Director of the Observatory; Volcanism, Major Chapman; Chinese religion, Rev. T. W. Pearce; Sanitation, Mr. Shelton Hooper; Laws of Hongkong, Mr. C. D. Wilkinson; Education, Dr. Bateson Wright; the Press, Mr. W. H. Donald; Sport, Mr. J. W. Baines; Anglican Missions in China, Archdeacon Bannister, etc. Other articles have been arranged for dealing with the Roman Catholic and Free Church missions. It is expected that the volume, which includes Shanghai, Canton, Macao and the Coast ports, will be published towards the end of the year.

Telegrams.

[Russia.]

Russia.

London, 23rd March.

The Russian Minister of Finance, in a speech to the Budget Committee of the Duma, urged the pressing political necessity of a second Trans-Siberian Railway line and an Amur Railway, both are not postponable, and must be constructed within the next five years at an approximate cost of Rbs. 360,000,000.

The extraordinary expenditure for national defence for the same period will total Rbs. 320,000,000 and new loans and taxes are inevitable.

European Railways.

Greece has formally applied to the Porte to sanction a line to Linkin, Larissa and Salonika, with a directorate in London.

The East India Dock.

The directors of the London India Dock recommend the acceptance of an offer of the Board of Trade to purchase a part of the latter Port of London scheme.

Wireless.

H. M. NAVAL YARD.

COMMANDER-IN-CHIEF'S INSPECTION.

Shortly before noon to-day H. E. Vice-Admiral the Hon. Sir Hedworth Lamington, C.B., landed at Murray Pier and then proceeded to the Naval Yard. A guard of honour consisting of the Dockyard Police—both European and Indian—was drawn up in front of the Commodore's office to receive the new Commander-in-Chief. After inspecting this guard, the Dockyard officials accompanied His Excellency over the yard, Vice-Admiral Lamington expressing himself thoroughly satisfied with the result of his inspection.

From the Dockyard, the Commander-in-Chief proceeded to the Royal Naval Hospital on his first official visit, returning to the Admiralty upon completion of his formal inspection.

CROWN AGENTS FOR THE COLONIES.

"Lynn" writes in the Daily Republic—There is a good deal of trouble in connection with the Crown Agents for the Colonies, which is a species of annex to the Civil Service instead of being part and parcel of it. But, perhaps, before I go further, I had better explain exactly what such a Crown Agent is, and how the office is run. The Crown Agents act as commercial and financial agents in this country for those Colonial Governments which do not happen to run to an Agent-General. In practice this means that all, except the self-governing colonies which send their own representatives here, are represented in this way. And, as a preliminary to details, let me again observe that these officials act as

COMMERCIAL AND FINANCIAL AGENTS here. When loans are wanted, when commodities of any and every kind are required, these gentlemen have to raise the cash and superintend the supply of the goods. Any readers will readily understand the practical experience the proper performance of such functions calls for. This being so, nobody will be surprised to learn that the principal Crown Agent is Sir E. E. Blake, who succeeded Sir Montagu O'Malley (now Permanent Under Secretary at the Colonial Office). Sir E. E. Blake served his time in the Colonial Office, and his salary is

£1,500 A YEAR, with prospective pension. The other Agents are Major Cameron and Mr. W. H. Mercer. The former retired from the Royal Engineers in 1879, although he has been in the office since 1895, his former chief Sir Montagu O'Malley having himself been an old Engineer officer. Mr. Mercer, who joined the Office in 1905, appears to have been occupied principally before then as a private secretary to distinguished statesmen, and on Commissions and Committees. If any inquisitive member of the public wants to know where

THE SPECIAL TRAINING for the financial and commercial duties that these gentlemen have to perform has been acquired, I must respectfully confess that I can't tell him. But, as they occupy the offices and perform the duties, I can only assume that they possess it; perhaps as a special endowment from Providence. However, I am not concerned so much with these gentlemen at the head of affairs as with their subordinates—the personnel of this important department. I have obtained some interesting

AND CURIOUS FIRST-HAND INFORMATION with regard to the pay of the staff. With the exception of a few specially favoured men, the clerks are selected and employed as juniors. There is practically no age limit, and before the great stamp scandal a few years ago, pensioners and reservists from the Royal Engineers were specially favoured. The Agents appear to have had the practical arranging of the pay of the staff, and the commencing salary was heart-breaking, being

ONLY £50 A YEAR; but, owing to rumours of investigation, and the possibility of another scandal, they raised the pay to the still not extravagant sum of £75. And even then peace and harmony were not secured, so unreasonable is the man who is employed. Indeed, they thereby caused great discontent, because no discrimination was made between new entrants and those who had been in the office for years. My informant tells me that the Office is seething with discontent; the management is bad, and only those few who occupy the high places receive anything like decent pay. The reserve fund is nearly £20,000, so that it is not surprising that it is thought the Crown Agents can well afford to treat their subordinates better. What is wanted?

THE COLONIAL OFFICE SHALL TAKE THE AFFAIR IN HAND.

turn the staff into Civil Servants, and put at their head men trained for the position of commercial and financial agents. Among other advantages, such a scheme would give Civil Service clerks an opportunity of changing a home appointment for one in a Crown Colony. This is not now the case, most of the appointments being made on a basis of "favouritism." The question has been taken up by Mr. Claude Hay, member for Hoxton, who is distinctly of opinion that the Crown Colonies Agency should be made a branch of the Civil Service, and not occupy its present anomalous position. His efforts have met already with some measure of success. For the Colonial Secretary has offered to

APPOINT AN INTER-DEPARTMENT COMMITTEE.

inquire into and report on the present working of the Office, also with regard to a suggestion that the conditions of service of the Crown Agents staff may be brought more into line with those that obtain in the Colonial Office. As a preliminary step, this should be a valuable thing to do, and the result of such inquiry will be to establish a basis for a more equitable system of the present one.

DIAMOND WEDDING IN HONGKONG.

LIFE AND CAREER OF MR. AND MRS. ISAAC E. ELLIS.

Just forty-one years ago, in the early part of the year 1867 when the then practically lifeless colony of Hongkong boasted of but a mere handful of Europeans, there arrived here the gentleman who is the subject of this article. He left the shores of Bombay for this Port early in July of the above mentioned year, where he was engaged to serve with the firm of Messrs. "E. D. Sassoon and Co." In those days, it took upwards of seventy days and nights to journey from that land to Hongkong, and people had to be content to travel in wretched old tramp steamers and break their journey now and again, returning it by different boats to which they had to journey, in small sampans, manned occasionally by grisly looking old natives who were just beginning to be admitted into the colony of civilisation. To the casual eye, the colony then was only a mere speck compared to the great and flourishing city with its latest and up-to-date blocks of buildings we find before us to-day, and the rough aspect then apparent could be safely cited as a dead "Sahrah" just opening into the jaws of the great human world. The streets that proved as guarded between the few rows of low ugly houses then, may now be regarded as shady lanes capable of accommodating perhaps about two couples at the very most. Such was the condition of affairs when this gentleman journeyed some six thousand miles across the Indian Ocean, over land and rough sea to come to this distant land in China to make it his home.

The opening chapters and career of the life of this remarkable man, who has now attained the very ripe age of seventy-eight, and is about to celebrate his Diamond Wedding, is undoubtedly a very interesting one. Mr. Isaac Ellis was born in Baghdad on the 31st of March in the year 1831. Very little provision was made in that country in those days for the education of the rising generation, but in spite of this lamentable neglect, he put his shoulder firmly to the wheel and learnt whatever the country could afford to teach him. In the year 1848, when he reached the age of eighteen, he married Hebe, the eldest daughter of Mr. Isaac Levy, which gentleman was then conducting a small business in Baghdad, and after remaining in the land of his birth for some ten years longer, the desire to travel presented itself before him, and he decided to make a trip to Bombay. This step was a well thought of one, for, when he arrived at his destination in March, 1858, he was offered a post in the late firm of Messrs. M. Moses and Co. and during the next eighteen months was held in very high esteem by his employers. In August of 1858, following the great increase of the Opium trade between the Indian Ports and China, Mr. Ellis was transferred to the Shanghai Branch of the Firm, and the next five years found him still in their employ. The trying climate of the Chiuu Port was then telling on his health and in December of 1864, he was granted leave to go to Bombay, where he served for a further term of three and a half years. During his stay in Bombay, additional inducement to embark for China again was placed before him, and in July of 1867 he left the shores of Bombay once more destined for Hongkong, where he joined the firm of Messrs. E. D. Sassoon and Co. Since that date Mr. Ellis has occupied a foremost position in his department in the firm, and has watched keenly the position of the business, strengthening it gradually to what it is to-day, one of the leading and most respected business houses in the Colony.

To go back to the character of this distinguished man we find before us a genius of the first order. We are very often taught to remember that after a certain age in mankind, there are only two things that can greatly affect it, and that is sorrow coupled with responsibility, but Mr. Ellis has escaped both these qualities. To begin at the commencement, the foremost elements in his character are simplicity and directness, and even at this ripe age he still shows ample signs of this great frankness. He is prompt, energetic, and concise, always doing at once what he has to do. He has never been known to cavil about trifles. There is no shuffling about him, and to use the old familiar term—no humbug. He never did anything by halves, but went into it body and soul, and always spoke out straight to the point. It has often been said as examples that the most successful is not merely the man who is most fertile in commercial combinations but the man who acts entirely upon his sole and proud judgment, with the greatest promptitude and care; and in this respect Mr. Ellis has seldom been known to make a mistake in judgment. Sometimes a tender look would come into his eyes in moments of feeling, which showed how sensitive his heart is. His mouth, enveloped by a bushy white beard measured across his face, is firm and powerful, and the form of his head with its abundant white hair is refined, though at the same time indicating much strength of will. His whole aspect is expressive of the frankness and strength of his character, and it is impossible for one to be in his company without feeling the sense of being in the presence of a really remarkable man. He is a man of power, and yet to be used that strength bravely and wisely. He is daring, even in his old age, yet very prudent; his manner cheerful and frank, yet very impressive. He exhibits great self-control, not only over his habits, but over his feelings. Ever since his arrival in this Colony, he has proved a great source of happiness to him, wherever he had an opportunity of doing any act of charity; and the good he has done to many of the more unfortunate people of this Port will no doubt remain a legacy to all generations. On the subject of all children, Mr. Ellis has

been known throughout his career to take a leading part and has exhibited ample signs of his honourable faith in his Maker. He is a Jew, open and avowed, not merely an orthodox Jew. In all matters of charity, he was and is profoundly Jewish and proudly Jewish in the clear sense of all consciousness, and to place the whole facts in a nutshell, he can be safely put down as a thorough gentleman and a true and loyal friend.

About Mrs. Ellis there is very little need to write, as the refinement and modesty of her character is the counter-part of her husband's fine qualities. In all matters of charity, she was and still is the leading spirit. She was the sole companion of her husband during his travels, comforting and cheering him along. By their marriage the happy couple, who now have the very rare distinction which is enjoyed by a very few only, for celebrating in a few days, their Diamond Wedding the culmination of sixty years of a happy married life, have three surviving daughters and three sons, with 23 grandchildren and 10 great grandchildren. —*Jersey Messenger*, Shanghai.

CLASS DISTINCTIONS IN SHANGHAI.

THE RIGHTS OF CHINESE.

The caste distinctions which have ruled ever since society became a name have been rather acutely felt within the bounds of the Foreign Settlement within the last few days. In a place like Shanghai where racial differences must always make themselves felt, this is not to be wondered at, and since the commencement of the tramway these have cropped up in a manner, largely, although not wholly, unforeseen by the promoters of the scheme. That it was evident that some distinction would require to be made between the different grades of people using the cars is at once demonstrated by the provision of first and second class compartments, but if this was expected to solve the difficulty entirely the hopes of those who carried it through were doomed to disappointment. Of course it must be admitted on all hands, even by the most fervent democratic spirit, that two compartments were an absolute necessity. The Chinese using the cars would rightly be anticipated to include a considerable proportion engaged in manual labour of one description or another, and no foreigner can be credited with any particular desire to rub shoulders with their poor, often dirty clothes or sit cheek by jowl with a coolie more than likely reeking with garlic. Neither would the respectable Chinaman of whom there are many in our midst—and here lay the difficulty.

It does not appear that foreigners have shown any great objection to travelling in the same compartment as a well-dressed Chinese, but in a number of instances the conductors of the cars have anticipated such objection, and have insisted on reserving the first class for foreigners and the second for natives. Observing this, a well-known Chinaman, an official of one of the largest native firms, recently tested the right of the conductor to do so. In a car where only four foreigners were seated he took a place in the first class compartment, but before he had been there many minutes the conductor informed him that if he wished to travel on the car he must go second class. This he did, but not allowing the matter to rest he communicated with the General Manager of the Shanghai Electric Construction Co. regarding this practice. The reply which he received, is both interesting and important, as it settles for the present at least a knotty point. It was to the effect that he was perfectly right in asking to travel first class, and the letter also contained the statement that anyone who cared to pay the fare would be at liberty to travel first class, provided he behaved in an orderly manner. This so far is quite satisfactory, and shows that the right of the Chinese in what is really a public concern are being conserved. It might be argued that with such permission as this all the riff-raff of the Settlement might go first class, but this is scarcely likely as it is only a comparatively small percentage who would care to pay the higher rate. Were such a contingency to arise then foreigners would have a perfect and very proper right to demand the exclusion of any who might seem in the least degree undesirable from the first class compartment, or did it come to such a pass, from any but special cars set apart for their conveyance.

While all of the conductors have been informed of the above it is amusing to note that their officiousness has cut both ways, and that foreigners have suffered as well as Chinese. On a recent occasion a foreigner, who it must be presumed was bent on saving a few cents, entered the second class compartment where he was comfortably ensconced when the conductor came along. Doubtless this gentleman's ambition to save his hard-earned cash was highly laudable, but it did not agree with the conductor's way of thinking, and like the Chinaman whose experience has been already related this individual was bundled out of the second class into the first. With him it was a case then of "bang went sapience." As it happens, this occurred a week ago, and although this gentleman was inflicting no regulation known to the public, he seems to have trespassed upon an unwritten law which had become instilled into the native official mind. Doubtless since then, as the conductors have been notified regarding the other matter here dealt with, this arbitrary treatment has been abolished, and is now a thing of the past.

With such rules put on a firm and solid footing, there ought for the time being at any rate to be no further trouble in this direction. It may happen that in future it will be necessary to run separate cars for foreigners and Chinese, but by the present structure of the whole system is working, this would be a pretty big order. As long as it is found that the present arrangement is satisfactory, it is hardly to be anticipated that it will be changed, and the cars should grow as used to the present arrangement as the Chinese to the Chinese cars.

The General Manager's Report for 5 weeks ending 20th February, 1908, is as follows:—The mine measurements and assay results of prospecting work shows a total of 648 feet for the period (5 weeks) under review, made up of 41 ft. sinking 302 ft. driving and 405 ft. of cross cutting, as against a total of 700 ft. for the previous four weeks.

MINES.
Koman, 540 ft. level. The drives North and South have each been advanced 9 ft. making 9 ft. North and 16 ft. South. The lode averages 60 in. wide and 24 dw. per ton.

On the branch struck at 121 ft. in the cross cut the drive has been taken North 12 ft. making a total of 17 ft. The lode 12 in. wide assays 17 dw.; work on this has been suspended until the mine from the 430 level is connected to the drive on the main body of the lode.

440 ft. Level South Drive. To this has been added 15 ft. making a total of 58 ft. The lode 14 in. wide is worth 53 dw.

440 ft. Level South, No. 1 Winze. This has been sunk 21 ft. making the total depth 76 ft. There is a change in the inclination of the lode and a portion has passed off into the hanging wall. That which is in the winze averages 36 in. and worth 5 dw.

440 ft. Level North, Drive South on Footwall Branch. Here 15 ft. has been driven making a total of 127 ft. The lode 51 in. wide is worth 31 dw.

440 ft. Level, Drive South on Footwall Branch from Main Cross cut.—This has been extended and taken from 85 to 96 ft. The drive from the winze between this level and the 340 ft. has been in a well defined lode, and this lode is expected to continue down to the 440 and be met a little further South.

340 ft. Level North Drive on Hanging Wall Branch.—This end has been advanced 13 ft. making a total of 200 ft. The lode 54 in. wide is worth 7 dw.

240 ft. Level North, Drive on Hanging Wall Branch.—This has been driven 18 ft. making a total of 150 ft. The lode 69 in. assays 5 dw. Cross cutting for Stope filling 215 ft.

STOPE IN OPERATION.

Above the 440 ft. Level: 1 Stope. Lode 99 in. and worth 6 dw.

Above the 340 ft. Level: 1 Stope. Lode 72 in. and worth 5 dw.

Above the 240 ft. Level: 2 Stopes Lode 87 in. and worth 3 dw.

STOPE MINE.

160 ft. Level, Drive South.—This has been extended 32 ft. bringing the total to 594 ft. The lode was quite worthless for the first 25 ft. but has since resumed its former width viz: 60 in. and is worth 8 dw.

160 ft. Level, Drive North.—This has been driven 20 ft. making a total of 245 ft. There is about 14 ins. of mixed matter in the bed of no value.

60 ft. Level South, Intermediate Winze.—This has been sunk 8 ft. making total depth 51 ft. and has communication with the stope below.

Cross cutting for stope filling.—168 ft.

Stopes.—Above the 160 ft. level: 2 stopes Lode 72 in. and worth 9 dw.

STOPE NEW SHAFT.

After sinking 22 ft. work has been suspended, while suitable timber is being brought in and prepared for the collar set.

B. MALACCA.

No. 2 Level from No. 2 Shaft, Drive South from Winze.—This has been driven 26 ft. making a total of 115 ft. The lode 16 in. wide gives 14 dw.

No. 1 Level South from No. 1 Shaft.—To this has been added 15 ft. making a total of 182 ft.

Cross cutting for Stope filling.—72 feet.

Stopes.—Above the No. 2 Level, 1 Stope, lode 60 in. wide and worth 3 dw.

General.—During the Chinese festivities advantage was taken of the stoppage to change poles on the transmission line and fix guards under the line over the roads, also to effect repairs to the machinery both at Sempam and the mines.

This stoppage accounts for the short running time of the mills, but during that time the annual clean up took place.

From the Wilsey Tables 207 tons of concentrates were won working 2.85 ozs. per ton.

CYANIDE WORK.

Since the clean up in September, 1907, 272 tons of concentrates have been treated, yielding 309.98 ozs. of Gold, equaling 15.49 dw. per ton and 80.8 per cent of local contents.

MILLING SHEET FOR 5 WEEKS ENDING 20TH FEBRUARY, 1908.

DUKIT KOMAH.

Stamps running 40 Period of Work 35 days, less 5 days for clean up and repairs.

Ore Crushed Koman 2116

Stope 1405 3521 tons.

Huntingdon Mill ran 2988 days crushing 1321 tons. Total crushed at Koman 4846 tons.

Amalgam Recovered 2695 ozs. producing.

Retorted Gold 1141

Smelled 1023

Average Yield per ton 4.13 dw.

Value of tailings 76

The extra clean up produced.

Amalgam 1568 ozs. producing

Retorted Gold 485

Smelled 476.55 ozs.

DUKIT MALACCA.

No. 1 Mill ran 30 days Crushing 2078 tons

Surface Ore and 320 tons Mine Ore.

Total 2398 tons

Amalgam Recovered 116 ozs. producing

Retorted Gold 705

Smelled Gold 200

Average Yield 66 dw.

Total Tons Crushed 2979

Amalgam 1857 ozs.

Smelled Gold 1600

Average Yield 69 dw.

Value of Gold from Cyanide treatment.

To-day's Advertisements.

TO LET.

WELL FURNISHED ROOM with Bath-room attached; UPPER LEVEL. Price \$10 per month. Apply to—

C/o Hongkong Telegraph, Hongkong, 25th March, 1908. [351]

CANTON-KOWLOON RAILWAY. IMPERIAL CHINESE SECTION.

TO CHINESE CONTRACTORS.

TENDERS are invited for EARTHWORK throughout one or more sections of five miles each.

Application should be made on FRIDAY or SATURDAY next (the 27th and 28th of March), between the hours of 9.30 and 10.30 A.M., at the Head Office, Shameson, Canton, for CONTRACT and TENDER FORMS; only experienced Chinese Contractors, who can give evidence of having successfully carried out important works, need apply.

A deposit of \$1000 (dollars ten) will be demanded, and this will be returned upon receipt of a bona fide tender.

TENDERS will be personally received by (or may be posted to) the undersigned at the Head Office, on the 1st and 2nd of April, between the hours of 9.30 and 10.30 A.M.

The undersigned does not bind himself to receive the lowest or any tender.

FRANK GROVE, M. Inst. C.E., Engineer-in-Chief, Hongkong, 25th March 1908. [150]

FOREIGNER IN DIFFICULTIES.

ACCUSED OF ROBBING A CHUM.

Jose Procopio Espirito, a Filipino student, residing at 10, Bridge Street, was, at the Police Court, to-day, ordered to be detained in police custody for a week for trial on a charge of theft. The defendant is accused of robbing R. del Pilar, another student, living at 4, Wing Lee Street, of a gold-filled watch and chain, a \$10 gold piece and a gold finger-ring, all being valued at about \$100.

The alleged facts of the case as it is known to the police were that on Sunday last the defendant and a number of other lads paid a visit to the complainant's house, where they had much fun. In the evening, after his friends had departed, complainant went to his room to get his watch, which he discovered had disappeared, together with the articles, above-mentioned. He reported his loss at headquarters. Detective Sergeant Murison took the matter in hand and in a short space of time located the watch in a pawnshop. A further search for the other missing articles met with no results.

Yesterday afternoon, receiving the tip from the complainant that his friends of Sunday were in his house, Sergeant Murison, accompanied by the pawnbroker, visited the premises. The pawnbroker immediately identified the defendant as the person who had pledged the watch with him on Sunday.

Accused was arraigned before Mr. Wood, on the charge, this morning, and the case was remanded to allow the police to trace the missing articles.

AT TIENTSIN.

THE COOK'S LABOURS TO FORD THE ICE.

An immensely amusing article appears in the *Peking & Tientsin Times* with regard to the arrival of the *Shantung* before the ice in the river had gone. In the course of his narrative the writer says: I was met, on coming out of the chief officer's cabin, by the chief engineer, who took me aside and said confidentially: "Whatever you do, don't forget the chief engineer. He is the man who has done it all. The ship couldn't have done without him. Don't forget the chief!" I took note of this, and proceeded down the gangway and was again met there by an irrepressible "bo'sun" who pointed to the flag and said it was "joss day." He added that whatever the captain might think about the "Shantung's" performance, the person to whom credit was really due was the "bo'sun." I afterwards met the ship's carpenter, whom I congratulated heartily on the ship's victory, and especially on his own part in it. He said modestly that he really had not much to do with it himself, and that it had not been for the able assistance he had received from the captain, officer, chief engineer, "bo'sun" and all hands, he did not know how he would have pulled her through. He also said that to-day he, as well as the rest of those on board, had "catches plenty face." There was a broad grin on the faces of all the native crew, and at the last moment the quartermaster gave me to understand in a discreet manner that the cook, who had also taken a notable part in keeping steam up, was preparing some "large chow" for the evening.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Armanon*) 26th inst. daylight.
Canadian (*Montague*) 27th inst.
German (*Prinz Ludwig*) 27th inst.
French (*Armand Behic*) 30th inst.
Indian (*Namsang*) 1st prox.
German (*Prinz Waldemar*) 1st prox.
American (*America*) 3rd prox.
Indian (*Lalung*) 8th prox.
Canadian (*Empress of Japan*) 8th prox.

The Imperial German Mail s.s. *Kaiser*, which left here on 26th ult. arrived at Genoa yesterday at 7 a.m.

The C. S. N. Co.'s s.s. *Namsang* from Calcutta and the *Sialis* left Singapore for this port on 24th inst.

The Imperial German Mail s.s. *Prinz Ludwig*, left Shanghai yesterday at 1 p.m., and may be expected here to-morrow at 9 p.m.

The N. Y. K. s.s. *Wakamiya Maru*, Bombay Line, left Singapore for this port on 24th inst., and is expected here on 26th inst.

The C. S. N. Co.'s s.s. *Lalung* left Calcutta for this port via the Straits on 23rd inst., and may be expected here on or about 26th prox.

The C. P. & N. Co.'s s.s. *Montague* arrived at Hongkong yesterday, and will leave for Shanghai on 27th inst., where she is expected to arrive on 29th inst.

Intimations.



THE ROBINSON PIANO CO., LD.

CO., LD.

AGENTS

FOR THE

FAMOUS

"VICTOR"

TALKING

MACHINES.

A comprehensive stock

OF

MACHINES & RECORDS.



Hongkong, 27th February, 1908.

[3]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.
7.30 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 10 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.45 a.m. to 12.00 noon ... Every 15 minutes.
12.00 noon to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAY.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

COMMERCIAL.

TO-DAY'S EXCHANGE.

London-Bank T.T.	110 7/16
Do. demand	110 1/2
Do. 4 months' sight	110 1/2
France-Bank T.T.	235
America-Bank T.T.	45 1/2
Germany-Bank T.T.	149 1/2
India T.T.	149 1/2
Do. demand	149 1/2
Shanghai-Bank T.T.	23 1/2
Singapore-Bank T.T.	23 1/2
Japan-Bank T.T.	91 1/2
Java-Bank T.T.	112 1/2

4 months' sight L/C	110 15/16
6 months' sight L/C	111 1/2
30 days' sight San Francisco & New York	16 1/2
4 months' sight do.	47 1/2
30 days' sight Sydney and Melbourne	111 3/16
4 months' sight France	24 1/2
6 months' sight Germany	24 1/2
Bar Silver	25 9/16
Bank of England rate	3 1/2
Sovereign	\$10.57

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—
On the 25th at 11.55 a.m.—The barometer has risen to E. Japan, and fallen over China, particularly in the North.

A depression has appeared over the Lower Yangtze. It will probably move Eastward. Pressure is relatively high over the Pacific to the South of Japan.

Gradients continue slight, and light or moderate variable winds may be expected in the Formosa Channel, and moderate E. winds over the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.90 inches.

- FORECAST.
- 1.—Hongkong and Neighbourhood, Variable winds, light or moderate; fair.
 - 2.—Formosa Channel, same as No. 1.
 - 3.—South coast of China between Hongkong and Lamook, same as No. 1.
 - 4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals.

Glentochy, Br. s.s., 2,997, E. J. Stallard, 24th Mar.,—Shanghai 21st Mar., Gen.—McG. Bros. & Co.
Johanne, Ger. s.s., 912, M. Island, 24th Mar.,—Pakhoi and Hsinchow 23rd Mar., Gen.—J. & Co.
Yunnan, Br. s.s., 1,205, W. O. Jones, 24th Mar.,—Wuhu and Chinkiang 20th Mar., Gen.—B. & S.
Glentochy, Br. s.s., 1,434, J. Hanisworth, 24th Mar.,—Singapore 17th Mar., Gen.—Joo Tek Seng.
Haimun, Br. s.s., 636, A. J. Robson, 25th Mar.,—Funchow, 22nd Mar., Amoy 23rd, and Swatow 24th, Gen.—D. L. & Co.
Kwangling, Ch. s.s., 1,467, R. Lincoln, 25th Mar.,—Canton 24th Mar., Gen.—C. M. S. N. Co.
Szechuen, Br. s.s., 1,147, Siford, 24th Mar.,—Canton 24th Mar., Gen.—J. M. & Co.
Dajin Maru, Jap. s.s., 99—1, Sakurai, 24th Mar.,—Swatow 24th Mar., Gen.—O. S. K.
Tjibodas, Dut. s.s., 2,953, P. Zwart, 25th Mar.,—Manila 22nd Mar., Gen.—J. C. J. L.
Yatsing, Br. s.s., 1,424, M. Courtney, 25th Mar.,—Wuhu and Chinkiang 21st Mar., Gen.—J. M. & Co.
Trocas, Br. s.s., 2,450, W. H. Carrick, 25th Mar.,—from Balik Pappan, Bulk Oil—A. P. & Co.
Prince-Regent, Luitpold, Ger. s.s., 3,620, H. Kirchert, 25th Mar.,—Dremar 21st Feb., and Singapore 20th Mar., Mails and Gen.—M. & Co.

Clearances at the Harbour Office.

Amoy, for Hsinchow.
Pheungpin, for Saigon.
Toonan, for Shanghai.
Yunnan, for Canton.
Leung, for Shanghai.
Glentochy, for Amoy.
Haimun, for Swatow.
Glentochy, for Saigon.
Mathilda, for Haiphong.
Japan, for Shanghai.
Trocas, for Balik Pappan.
Hangsang, for Swatow.

Departures.

Mar. 25.
Amoy, for Chefoo.
Phuyen, for Hongay.
Glentochy, for Saigon.
Singay, for Hsinchow.
Shoiku Maru, for Swatow.
Mathilda, for Haiphong.
Pheungpin, for Saigon.
Blanchard, for Canton.
Toonan, for Shanghai.
Lacaze, for Vancouver.
Daymar, for Bangkok.
Gormania, for Amoy.
Amoy, for Hsinchow.
Hokkaido, for Singapore.
Japan, for Shanghai, &c.
Tjibodas, for Macassar.
Manila, for Singapore.

Passengers arrived.

Per Glentochy, from Shanghai—Mrs. Ben-
Per Haimun, from Coast Ports—Messrs. Decks, McLavey, Mrs. Thoburn, Mrs. Smith, Rev. H. Douple, Mr. and Mrs. Focks, and 747 Chinese.
Per Tjibodas, from Manila—Mr. P. de Meerth, Japanese Lady Tabuher, and 90 Chinese.

Shipping Reports.

Str. Glentochy, from Shanghai—Fine weather.
Str. Haimun, from Coast Ports—Moderate to light wind and fine.
Str. Yatsing, from Wuhu, &c.—Light variable winds, much sea and fine clear weather throughout.
Str. Glentochy, from Singapore—Moderate to light wind and sea 10 fathoms.

Thence to Fort moderate to light wind and fine weather.

Str. Yatsing, from Wuhu, &c.—Continuous fine weather to the Yangtze light variable winds and fine weather throughout March 23rd, passed P. & O. Ferry, off Channel Island; H.M.S. Talila, at Wuhu; H.M.S. Bramble, at Kiangling; H.M.S. Clio and Britomart, at Chinkiang.

VESSELS IN PORT.

Strains.
Aeolus, Am. s.s., 334, E. Drocco, 18th Mar.,—Manila 9th Mar., and Currimao 15th, Sugar—Mr. Moxon.
Chatham, Br. s.s., 2,316, A. J. Duff, 19th Mar.,—Saigon 15th Mar., Gen.—D. L. & Co.
Derwent, Br. s.s., 1,657, J. Jenkins, 23rd Mar.,—Saigon 18th Mar., Rice and Gen.—Mac Far & Co.
Empress of India, Br. s.s., 3,032, E. Beetham, R.N.R., 9th Mar.,—Vancouver, (B.C.) 18th Feb., and Shanghai 6th Mar., Mails and Gen.—C. P. R. Co.
Frithjof, Nor. s.s., 891, O. Andersen, 22nd Mar.,—Saigon 17th Mar., Rice—Aagard, Thoresen & Co.
Glamorganshire, Br. s.s., 5,740, H. C. Norris, 15th Mar.,—from Kuchinozu, Coal—T. & Co.
Glentochy, Br. s.s., 2,356, Holeman, 20th Mar.,—Saigon 13th Mar., Gen.—McG. Bros. & Co.
Hilary, Ger. s.s., 1,276, H. Uecker, 20th Mar.,—Saigon 15th Mar., Rice—Chinese.
Hongkong, Fr. s.s., 742, A. Cornelissen, 23rd Mar.,—Kwong-chow-wan 22nd Mar., Gen.—A. R. M.
Joshin Maru, Jap. s.s., 702, H. S. Smith, 18th Mar.,—Tamsui via Amoy and Swatow 17th Mar., Gen.—O. S. K.
Kaga Maru, Jap. s.s., 5,977, G. S. Laprak, 22nd Mar.,—Saigon, Wuhu, U.S.A., 18th Feb., and Shanghai 19th Mar., Flour and Gen.—N. V. K.
Keong Wai, Ger. s.s., 1,175, J. Köhler, 24th Mar.,—Bangkok 12th Mar., Rice and Teakwood—B. & S.
Korea, Am. s.s., 5,651, S. Sandberg, 23rd Mar.,—San Francisco 25th Feb., and Shanghai 20th Mar., Mails and Gen.—P. M. S. S. Co.
Laudat Scheiff, Ger. s.s., 1,012, H. Grandt, 20th Mar.,—Saigon 13th Mar., Rice—S. & Co.
Laetia, Br. s.s., 2,012, Frampton, 18th Mar.,—Saigon 13th Mar., Rice and Gen.—Wo F. Seng.
Lighting, Br. s.s., 3,006, A. E. Gentles, 24th Mar.,—Calcutta via Penang and Singapore 18th Mar., Gen.—D. S. & Co., Ltd.
Lockuan, Ger. s.s., 1,020, W. Taubert, 24th Mar.,—Bangkok 13th Mar., Rice—B. & S.
Loongang, Br. s.s., 1,050, S. J. Payne, 22nd Mar.,—Manila 20th Mar., Gen.—J. M. & Co.
Lysistrata, Am. yacht, 2,000, J. G. Bennett, 22nd Mar.,—Manila 19th Mar.
Manila, Ger. s.s., 1,268, J. Minssen, 8th Mar.,—Sydney 11th Feb., and Manila 5th Mar., Gen.—M. & Co.
Mausang, Br. s.s., 1,644, R. Houghton, 19th Mar.,—Sandakan 13th Mar., Timber—J. M. & Co.
Michael Jensen, Ger. s.s., 957, H. Bendixen, 10th Mar.,—Bangkok 12th Mar., Rice—J. & Co.
Matilda Körner, Ger. s.s., 1,846, M. Dübbers, 22nd Mar.,—Newport, Mon., 30th Jan., Coal—J. & Co.
Myrtledene, Br. s.s., 1,818, D. C. Light, 18th Mar.,—Manila 12th Mar., Coal—D. C. Light.
Nicomede, Ger. s.s., 4,356, P. Wagemann, 20th Mar.,—Portland, Or., 11th Feb., Gen.—P. & A. S. S. Co.
Nord, Br. s.s., 1,100, Pryon, 11st Mar.,—Singapore 12th Mar., Kerosene Oil—Order.
Omuro Maru, Jap. s.s., 1,780, Kamatsu, 23rd Mar.,—Hongay 21st Mar., Coal—Wallem & Co.
Pernis, Br. s.s., 2,744, A. Dixon, 11th Jan.,—San Francisco 7th Dec., and Portland, Or., 15th, Flour—O. & O. S. S. Co.
Pocahontas, Br. s.s., 1,721, Cox, 21st Mar.,—Manila 17th Mar., Ballast—C. M. S. S. Co.
Prometheus, Br. s.s., 2,383, G. Moir, 21st Mar.,—Singapore 15th Mar., Gen.—B. & S.
Quaria, Ger. s.s., 1,745, H. Maden, 16th Mar.,—Vasteter 4th Mar., Sugar and Gen.—J. C. J. L.
Rubi, Br. s.s., 1,650, R. W. Almond, 24th Mar.,—Manila 21st Mar., Gen.—S. T. & Co.
Stettin, Br. s.s., 1,396, Farrell, 28th Feb.,—Singapore 20th Feb., Kerosene—Mr. Geo. McBain.
Store Nordie, Dan. s.s., 837, H. C. A. Petersen, 6th Mar.,—Shanghai 5th Mar., Ballast—G. N. S. Co., Ltd.
Suisang, Br. s.s., 1,776, W. D. Welsh, 18th Mar.,—Penang 7th Mar., and Singapore 9th Mar., Gen.—J. M. & Co.
Triumph, Ger. s.s., 769, J. Bendixen, 20th Mar.,—Kin Hoo 16th Mar., Rice and Gen.—J. & Co.
Yahiko Maru, Jap. s.s., 7,304, C. Sumita, 21st Mar.,—Moji 15th Mar., Coal—Mr. Ataka.

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.
Neil Meland
Sorsogon
Loyal
Marchaw
H.M.S. Bedford
Quarta
Chowla
Virago
Vigilant
Mathilda & Triumph ..
Kweichow

The Ships Passed Canal.

11th February—Benary, Memnon, Ceylon, Pello, 14th February—Ceylon Maru, Salala, Sinter, Jacen, Nila, Shownylla, 18th February—Bavaria, Hudon, Surula, St. Nicholas, Para, Borno, Helms Rickmers, Dorimand, 21st February—Aradonia, Albenga, Glenavon, Erkrong Frans Ferdinand, Indravadi, Prometheus, Hakata Maru, Moyuna, Tourana, Zhitin, 25th February—Beconikira, Kamaura Maru, 25th February—Wye, 28th February—Inden, Nore, Ping Sui, Sunda, Erroll, Yarra, Indrapura, Langbank, Prim, Tyden, 3rd March—Danald, Hindburg, 6th March—Atiyana, Achille, Sado Maru, Armand Behic, C. P. R. Co., H.M.S. Maru, Prins Heinrich, 10th March—Danishkirk, Dan, 11th March—Alcornoque, Olanien, Tiltan, 17th March—Nippon, Yenchu, Japan, Sinagawa, Glenavon, Chikundian, Headley, 20th March—Kleitit, Auspallen, Glauco, Oany, Blago Maru, Kanagawa Maru, Poono, Korana.
Arrivals at Home—11th February—Seyla, 13th February—Nyansa, 14th February—F. B. Friedrich, Macassar, Scantlin, 15th February—Panama, Salala, Waka, Maru, 16th February—Diana, 17th February—Ceylon Maru, 18th February—Ceylon Maru, 19th February—Ceylon Maru, 20th February—Ceylon Maru, 21st February—Ceylon Maru, 22nd February—Ceylon Maru, 23rd February—Ceylon Maru, 24th February—Ceylon Maru, 25th February—Ceylon Maru, 26th February—Ceylon Maru, 27th February—Ceylon Maru, 28th February—Ceylon Maru, 29th February—Ceylon Maru, 30th February—Ceylon Maru, 1st March—Ceylon Maru, 2nd March—Ceylon Maru, 3rd March—Ceylon Maru, 4th March—Ceylon Maru, 5th March—Ceylon Maru, 6th March—Ceylon Maru, 7th March—Ceylon Maru, 8th March—Ceylon Maru, 9th March—Ceylon Maru, 10th March—Ceylon Maru, 11th March—Ceylon Maru, 12th March—Ceylon Maru, 13th March—Ceylon Maru, 14th March—Ceylon Maru, 15th March—Ceylon Maru, 16th March—Ceylon Maru, 17th March—Ceylon Maru, 18th March—Ceylon Maru, 19th March—Ceylon Maru, 20th March—Ceylon Maru, 21st March—Ceylon Maru, 22nd March—Ceylon Maru, 23rd March—Ceylon Maru, 24th March—Ceylon Maru, 25th March—Ceylon Maru, 26th March—Ceylon Maru, 27th March—Ceylon Maru, 28th March—Ceylon Maru, 29th March—Ceylon Maru, 30th March—Ceylon Maru, 31st March—Ceylon Maru.

Prins Ferdinand, Memnon, 28th February—Ceylon Maru, 29th February—Ceylon Maru, 30th February—Ceylon Maru, 1st March—Ceylon Maru, 2nd March—Ceylon Maru, 3rd March—Ceylon Maru, 4th March—Ceylon Maru, 5th March—Ceylon Maru, 6th March—Ceylon Maru, 7th March—Ceylon Maru, 8th March—Ceylon Maru, 9th March—Ceylon Maru, 10th March—Ceylon Maru, 11th March—Ceylon Maru, 12th March—Ceylon Maru, 13th March—Ceylon Maru, 14th March—Ceylon Maru, 15th March—Ceylon Maru, 16th March—Ceylon Maru, 17th March—Ceylon Maru, 18th March—Ceylon Maru, 19th March—Ceylon Maru, 20th March—Ceylon Maru, 21st March—Ceylon Maru, 22nd March—Ceylon Maru, 23rd March—Ceylon Maru, 24th March—Ceylon Maru, 25th March—Ceylon Maru, 26th March—Ceylon Maru, 27th March—Ceylon Maru, 28th March—Ceylon Maru, 29th March—Ceylon Maru, 30th March—Ceylon Maru, 31st March—Ceylon Maru.

Steamers Expected.

Vessels	From	Agents	Due
Prins Ludwig	Shanghai	M. & Co.	Mar. 26
Arratoon Apar	Moji	D. S. & Co.	Mar. 26
Monteagle	Japan	C. P. R. Co.	Mar. 27
Benledi	Singapore	G. L. & Co.	Mar. 27
Tjibodas	Macassar	C. J. L.	Mar. 28
Awa Maru	Moji	N. Y. K.	Mar. 29
Tjikini	Moji	N. Y. K.	Mar. 29
Armand Behic	Singapore	N. Y. K.	Mar. 31
Wakamiya M.	Singapore	N. Y. K.	April 1
P. Waldemar	Calcutta	M. & Co.	April 1
Nagasaki	Calcutta	N. Y. K.	April 2
Japan	Japan	T. K. K.	April 3
America Maru	Japan	T. K. K.	April 3
Emp. of Japan	Vancouver	C. P. R. Co.	April 8
Laisang	Calcutta	J. M. & Co.	April 8

CHINA COAST METEOROLOGICAL REGISTER.

March 24th, 1908, a.m.			
	Bar.	Th. Hu.	Wind
Vladivostok	7 a.m. 30.81	—	—
Nemuro	7 a.m. 30.81	—	—
Hakodate	7 a.m. 30.81	—	—
Tokyo	7 a.m. 30.81	—	—
Nagasaki	7 a.m. 30.81	—	—
Kagoshima	7 a.m. 30.81	—	—
Oshima	7 a.m. 30.81	—	—
Naha	7 a.m. 30.81	—	—
Ishigaki	7 a.m. 30.81	—	—
Boia Is.	7 a.m. 30.81	—	—
Chefoo	7 a.m. 30.81	—	—
Weihaiwei	7 a.m. 30.81	—	—
Hankow	7 a.m. 30.81	—	—
Kiungking	7 a.m. 30.81	—	—
Shanghai	7 a.m. 30.81	—	—
Swatow	7 a.m. 30.81	—	—
Taihou	7 a.m. 30.81	—	—
Taichu	7 a.m. 30.81	—	—
Tainan	7 a.m. 30.81	—	—
Kushu	7 a.m. 30.81	—	—
Pescadores	7 a.m. 30.81	—	—
Canton	7 a.m. 30.81	—	—
Hongkong	7 a.m. 30.81	—	—
Victoria Peak	7 a.m. 30.81	—	—
Gap Rock	7 a.m. 30.81	—	—
Macao	7 a.m. 30.81	—	—
Hoihow	7 a.m. 30.81	—	—
Pakhoi	7 a.m. 30.81	—	—
Phu-Lien	7 a.m. 30.81	—	—
Tourane	7 a.m. 30.81	—	—
C. St. James	7 a.m. 30.81	—	—
Aparri	7 a.m. 30.81	—	—
Manila	7 a.m. 30.81	—	—
Legaspi	7 a.m. 30.81	—	—
Bacolod	7 a.m. 30.81	—	—
Iloilo	7 a.m. 30.81	—	—
Cebu	7 a.m. 30.81	—	—
Abacan	7 a.m. 30.81	—	—

March 25th, 1908, a.m.

	Bar.	Th. Hu.	Wind
Vladivostok	7 a.m. 30.81	—	—
Nemuro	7 a.m. 30.81	—	—
Hakodate	7 a.m. 30.81	—	—
Tokyo	7 a.m. 30.81	—	—
Nagasaki	7 a.m. 30.81	—	—
Kagoshima	7 a.m. 30.81	—	—
Ushima	7 a.m. 30.81	—	—
Naha	7 a.m. 30.81	—	—
Ishigaki	7 a.m. 30.81	—	—
Boia Is.	7 a.m. 30.81	—	—
Chefoo	7 a.m. 30.81	—	—
Weihaiwei	7 a.m. 30.81	—	—
Hankow	7 a.m. 30.81	—	—
Kiungking	7 a.m. 30.81	—	—
Shanghai	7 a.m. 30.81	—	—
Swatow	7 a.m. 30.81	—	—
Taihou	7 a.m. 30.81	—	—
Taichu	7 a.m. 30.81	—	—
Tainan	7 a.m. 30.81	—	—
Kushu	7 a.m. 30.81	—	—
Pescadores	7 a.m. 30.81	—	—
Canton	7 a.m. 30.81	—	—
Hongkong	7 a.m. 30.81	—	—
Victoria Peak	7 a.m. 30.81	—	—
Gap Rock	7 a.m. 30.81	—	—
Macao	7 a.m. 30.81	—	—
Hoihow	7 a.m. 30.81	—	—
Pakhoi	7 a.m. 30.81	—	—
Phu-Lien	7 a.m. 30.81	—	—
Tourane	7 a.m. 30.81	—	—
C. St. James	7 a.m. 30.81	—	—
Aparri	7 a.m. 30.81	—	—
Manila	7 a.m. 30.81	—	—
Legaspi	7 a.m. 30.81	—	—
Bacolod	7 a.m. 30.81	—	—
Iloilo	7 a.m. 30.81	—	—
Cebu	7 a.m. 30.81	—	—
Abacan	7 a.m. 30.81	—	—

Post Office.

		March 24 at	March 24
		4 a.m.	4 p.m.
53			
52	Barometer	30.16	30.05
51	Temperature	64	72
	Humidity	55	57
50	Rainfall	—	—

SHARE QUOTATIONS

Supplied by Messrs. E. S. KADOORIS & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT RESERVE	AT WORKING ACCOUNT	LAST DIVIDEND	ADJUSTMENT SYSTEM AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS
BANKS.								
Hongkong & Shanghai Banking Corporation	122,000	\$125	\$125	\$1,500,000 \$1,500,000 \$1,500,000	\$1,500,387	Final of £2 on old and £1.10 on new shares for 1-year ending 31.12.07	1 1/2 %	\$59 1/2 London £75.10
National Bank of China, Limited	10,000	£7	£6	£12,735 \$300,000	\$71,293	\$2 (London 3/8) for 1903	...	\$5 1/2
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,100,000 \$1,100,000 \$1,100,000	none	\$20 for 1906	8 1/2 %	\$240
North China Insurance Company, Limited	10,000	£15	£5	Tls. 100,000 Tls. 48,043	Tls. 204,424	Final of 7/6 per share making in all 15/- for 1906—Tls. 2.65	5 %	Tls. 80 sellers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$5,000,000 \$5,000,000 \$5,000,000	11,460,490	Final of \$12 making \$22 for 1905 and interim of \$30 for 1906	5 %	\$840 sales
Yangtze Insurance Association, Limited	8,000	£100	£40	\$1,100,000 \$1,100,000 \$1,100,000	\$394,520	\$12 for year ending 31.12.07	...	\$152 1/2 buyers \$140 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$1,000,000 \$1,000,000	\$371,432	\$6 and bonus \$2 for 1906	9 %	189
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$428,027	\$27 for 1906	9 %	\$3.00
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000 \$254,637 \$254,637	\$1,053	\$1 for 1906	...	\$11 1/2 buyers
Douglas Steamship Company, Limited	70,000	\$50	\$50	\$250,000 \$250,000 \$250,000	Nil	\$4 for year ending 30.11.1907	10 %	\$40
Hongkong, Canton & Macao Steamboat Co., Ltd.	40,000	\$15	\$15	\$575,000 \$575,000 \$575,000	126,437	\$1 1/2 for 1906 and interim of \$1 1/2 for year ending 31.12.07	7 1/2 %	\$29 1/2 and b.
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$270,000 \$270,000 \$270,000	£3,694	\$1 for 1906 @ ex 2/2 = \$2.24 per share	3 1/2 %	\$39
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 7,000 £400,000 £400,000	Tls. 14,510	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1907	7 1/2 %	Tls. 45 sellers Tls. 48 1/2 buyers
"Shell" Transport and Trading Company, Limited	100,000	£1	£1	£1,875 \$50,000 \$50,000	£172,370	Interim of 1/- (Coupon No. 8) for a/c 1907	4 1/2 %	41 1/2
Star Ferry Company, Limited	10,000	\$10	\$5	\$50,000 \$50,000 \$50,000	\$137	\$1.00 for year ending 10.4.1907	3 1/2 %	\$28 buyers \$14 buyers
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	£1	Tls. 50,000 Tls. 50,000 Tls. 50,000	18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 47 buyers
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$450,000 \$450,000 \$450,000	10,218	\$8 for year ending 31.12.06	...	\$112
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none Tls. 100,000	Tls. 8,935	\$3 for 1907 Tls. 4 (8 1/2 %) for year ending 31.8.06	5 %	\$15 sales Tls. 80 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	none Tls. 100,000	Tls. 8,935	Final of 1/6 (No. 9) for 1907	7 1/2 %	Tls. 14 buyers
Mining.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	£150,000 £84,398	£11,550	No. 12 of 1/- = 48 cents	...	\$8 1/2 and b.
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£4,873	£11,358	\$1.75 for year ending 31.12.06	...	\$14
Docks, Wharves & Godowns.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$164,124	\$3,726	Final of \$1 1/2 making \$3 1/2 for 1907	6 1/2 %	\$53 sales
Hongkong & Kowloon Wharf and Godown Co., Ltd.	62,000	\$50	\$50	\$10,000 \$10,000 \$10,000	\$3,550	Final of \$4 making \$8 for 1907	8 %	\$98
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$50,000 \$50,000 \$50,000	\$441,442	Interim of Tls. 2 1/2 for six months ending 31st October, 1907	7 1/2 %	Tls. 78 1/2
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 487,210 Tls. 100,000	Tls. 10,459	Interim of Tls. 8 for account 1907	8 %	Tls. 227 1/2 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 23,217	Final of Tls. 6 for 1907	6 %	Tls. 102 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,000 \$10,000 \$10,000	Tls. 6,531	\$2 1/2 for year ending 30.6.07	10 %	\$22 1/2
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$1,000 \$1,000 \$1,000	\$9,178	\$1.80 for 1906	7 1/2 %	\$12
Central Stores, Limited	50,125	\$15	\$15	\$64,975 \$64,975 \$64,975	1252	Final of 1/- making \$7 1/2 for 1907	7 1/2 %	\$98
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$250,000 \$250,000 \$250,000	\$3,915	Final of \$3 1/2 making in all \$7 for year ending 31.12.07	7 %	\$100 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$50,000 \$50,000 \$50,000	\$4,621	70 cents for 1907	7 %	\$10 1/2 and b.
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$50,000 \$50,000 \$50,000	1653	\$1 1/2 for 1907	7 %	\$25
Kowloon Land and Building Company, Limited	1,000	\$50	\$50	none \$50,000	1653	Final of Tls. 3 and bonus of Tls. 2 making in all Tls. 5 for 1907	7 1/2 %	Tls. 106 sales
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,523,045 Tls. 170,000	Tls. 107,517	Final of \$2.10 making in all \$4.10 for year ending 31.12.07	8 1/2 %	\$48 buyers
West Point Building Company, Limited	2,500	\$50	\$50	none	\$1,541	...	...	...
CORROD MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 23,275	Tls. 8,807	Tls. 2 1/2 for year ended 31.10.1907	4 1/2 %	Tls. 51 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$60,000 \$60,000 \$60,000	\$14,269	50 cents for year ending 31.7.07	5 1/2 %	\$9 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 150,000 Tls. 150,000 Tls. 150,000	Tls. 85,519	Tls. 6 for year ended 30.9.06 (8 1/2 %)	...	Tls. 55 sellers
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none Tls. 28,157	Tls. 50,663	Tls. 8 for 1906	...	Tls. 75
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	none	Tls. 50,663	Tls. 50 for 1906	...	Tls. 270
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,504	12/6	12/6	£1,299 £1,299 £1,299	£638	1/3 per share for 1906	9 %	\$7 1/2
China-Borneo Company, Limited	4,000	\$12	\$12	none Tls. 50,000	Tls. 5,995	\$1 for 1904	...	Tls. 11 1/2 buyers
China Flour Mill Co., Limited	50,000	Tls. 50	Tls. 50	Tls. 50,000 Tls. 50,000 Tls. 50,000	25,000	Final of Tls. 5 making Tls. 10 for 1905	...	\$5
China Light and Power Company, Limited	50,000	\$10	\$10	none \$50,000	\$3,993	60 cents for year ended 28.2.06	...	\$9
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$120,000 \$120,000 \$120,000	\$3,993	80 cents for 1907	9 %	\$9
Dairy Farm Company, Limited	35,000	\$7 1/2	\$6	\$5,000 \$5,000 \$5,000	\$2,074	\$1.30 for year ending 31.7.07	7 1/2 %	\$18
Green Island Cement Company, Limited	400,000	\$10	\$10	\$11,000 \$11,000 \$11,000	\$11,804	Interim of 50 cents per share for a/c 1907	8 1/2 %	\$11 1/2
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000 \$186,000 \$186,000	\$15,002	\$2 1/2 for year ending 28.2.07	9 1/2 %	\$23 1/2 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none \$12,000	\$2,933	41 per share for year ending 28.2.07	6 1/2 %	\$15 1/2
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$12,000 \$12,000 \$12,000	\$4,578	Final of \$15 making in all \$19 for 1907	8 1/2 %	\$22 1/2
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$65,000 \$65,000 \$65,000	\$4,212	Interim of 80 cents per share for a/c 1907	8 %	\$20 sales
Maatschappij tot Mijn. Bosch. en Landbouwerij op de Looi in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 27,603	Tls. 17,127	Interim of Tls. 10 for 1st quarter	7 1/2 %	Tls. 440 b. ex d.
Peak Tramways Company, Limited	25,000	\$10	\$10	none Tls. 27,603	Tls. 17,127	\$1 per share for period from 19th Oct. to 30th Apr. '07	8 %	\$15 1/2
Peak Tramways Company (new)	50,000	\$10	\$10	none	Tls. 17,127	None	...	\$7 1/2 buyers
Philippine Company, Limited	75,000	\$10	\$10	none	Nil	Final of Tls. 4 making Tls. 7 1/2 for 1907	7 1/2 %	Tls. 10 1/2 ex d.
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 67,323	Tls. 6,603	Tls. 4 for 1905	...	Tls. 40 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 4,000 Tls. 8,000	Tls. 9,751	Final of Tls. 5 and Tls. 10 for 1906	...	Tls. 45 buyers
Shanghai Paper and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 8,000 Tls. 24,820	Tls. 3,354	Final of Tls. 9 making in all Tls. 14 for 1907	11 1/2 %	Tls. 122 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 8,493	Interim of 15/- for account 1907 (old)	...	Tls. 375 sales
Shanghai Waterworks Company, Limited	16,550	£20	£20	none Dr. \$41,934	Tls. 8,592	None	...	\$23 buyers
South China Morning Post, Limited	6,000	\$25	\$25	none \$478	Tls. 201	40 cents for year ending 31.5.07	6 1/2 %	\$6 sellers
Steam Laundry Company, Limited	20,000	\$5	\$5	none Tls. 15,295	Tls. 201	Tls. 6 1/2 for year ending 30.4.07	5 %	Tls. 97 sellers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	none Tls. 4,000	Tls. 201	50 cents for 1907	...	\$10 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	none \$35,000	\$1,360	80 cents on 9,000 ord. shares and \$19.80 on 100 Founders shares for yr. end. 31.5.07	6 %	\$10
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$50,000 \$50,000 \$50,000	\$1,360	Interim of 30 cents for account 1907	6 1/2 %	\$10 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$50,000 \$50,000 \$50,000	\$1,360	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$5 1/2
William Powell, Limited	15,000	\$10	\$10	none	441	...	...	...

* These shares are entitled to half of the profits.

Mails

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COCHIN, CALCUTTA, BOMBAY, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "POLYNESIE"

Captain Broc, will be despatched for MARSEILLES on TUESDAY, the 31st March, at 1 P.M.

This Steamer connects at Colombo with the Australian line a.s. *Caladenia* bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailing will be as follows:—

S.S. *TOURANE* 14th April

S.S. *ARMAND BEHIC* 28th April

S.S. *AUSTRALIEN* 12th May

J. MILLET, Agent.

Hongkong, 18th March, 1908.

Intimations.

ACHEE & CO.

ESTABLISHED 1859

FURNITURE

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES

EASTMAN'S

E.C. E.C. E.C.

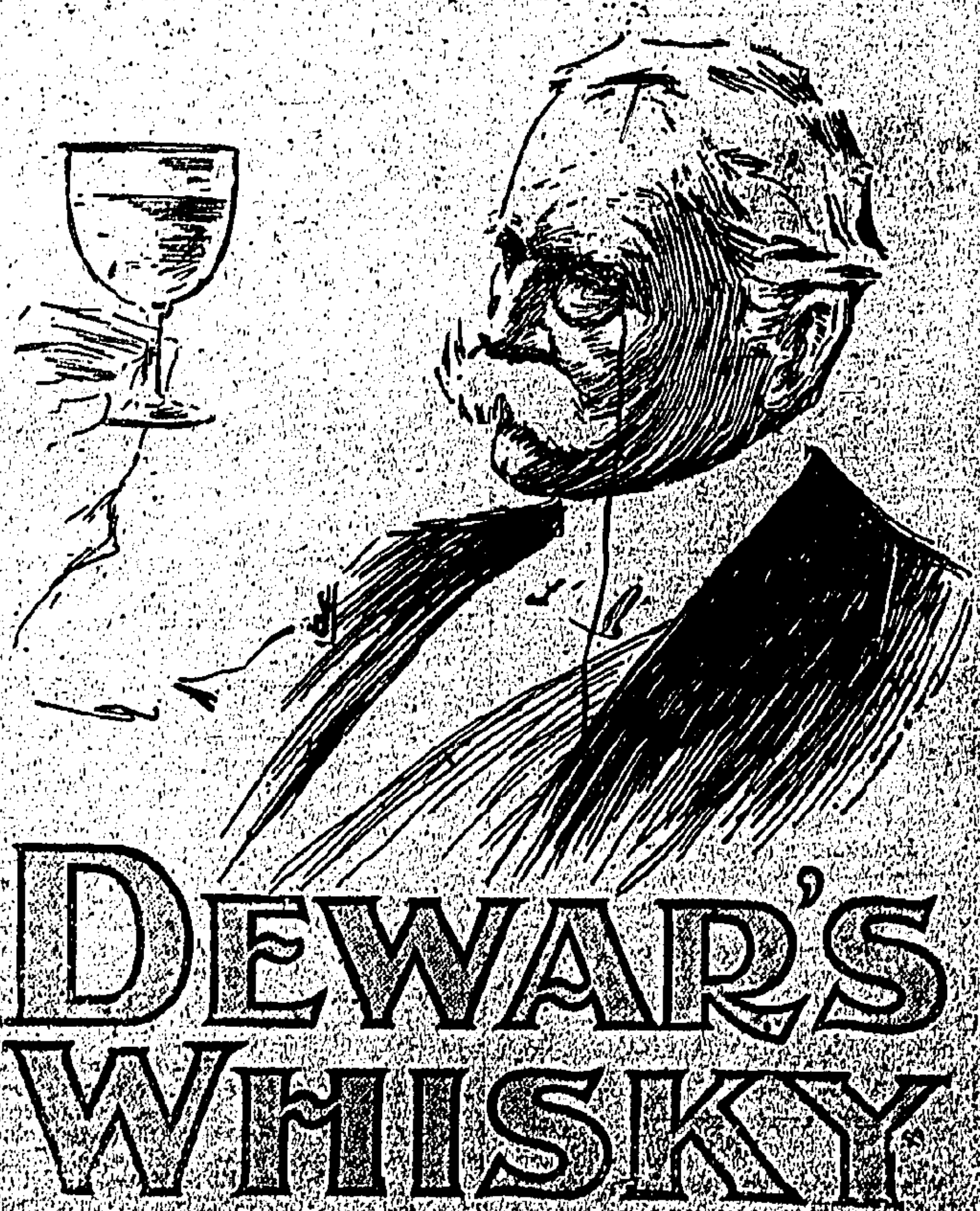
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ACCESSORIES.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1908.



Sole Agents: HUMANN & BERBUNGER